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by T. F. Reed

NATIONAL SECURITY AGENCY
Washington 25, D.C.

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REPORT

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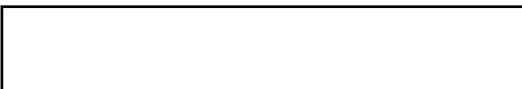
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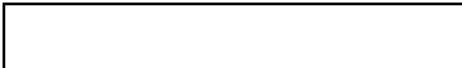
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THE EASTERN ZONE OF THE BAKU AIR DEFENSE DISTRICT (ADD)

125X1D This report presents information concerning Soviet Air defense installations
 125X1D located in the Eastern Zone of the Baku ADD for which both [] data
 25X1D was available. All [] material is that obtained by [] flown on []
 125X1D [] related [] material is dated from 1955 to May 1959. Topics
 25X1D of discussion are: Krasnovodsk Airfield and the advanced design air defense
 system located there, Yangadzha and Bek-Dash Airfields and their facilities, and
 Kara Bogaz Gol Airfield, an airfield which probably does not exist.

DETAILS**A. Krasnovodsk Airfield (4003N-5259E)**

Photography of Krasnovodsk Airfield and the immediate surrounding area^{1/}
 revealed the presence of various components which are believed to represent an
 advanced design air defense system. These components included approximately 60
 (two regiments) jet fighter aircraft, nearby radar equipment locations, air-to-
 ground and ground-to-ground communications facilities, a microwave communications
 site, and a revetted direction center. For the probable equation of these with
 air defense elements identified and located at Krasnovodsk through []
 [] see 3/0/TALCOM/4-59.

B. Yangadzha Airfield (4002N-5319E)

25X1D Photography obtained by []^{2/} revealed a "class one" airfield
 at Yangadzha. The airfield and its facilities consisted of a single concrete
 runway measuring 6500 to 9100 feet in length and 220 to 300 feet in width, a
 loop and link taxiway system 40 feet wide, two alert aprons measuring 330 by
 115 feet, four alert aprons with six fighter alert ramps each of which was 40
 feet wide, 28 unidentified aircraft, several possible GCA radar positions, a
 possible TOKEN radar site which was unoccupied, and two eight-gun heavy anti-
 aircraft artillery positions. The runway was reported to be extensible 3800
 25X1B feet to the south southeast and 9000 feet to the north northwest.
 25X1B []

[] evidence obtained during April and May 1959 confirmed the airfield
 at Yangadzha and also indicated it was an operational fighter base. On 4 April
 1959, a Colonel ARTEM'EV at Krasnovodsk complained to a Colonel KARIKH at Baku^{3/}
 that the weather at Yanhadzha was bad and because the commander of a regiment

1. NT-PX000267, NT-PX000295, NT-PO00487, DPIR T 59-7
2. NT-PO00479, DPIR-SP 242-57
3. 2X/0/RUJ/RO2-59

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(Colonel PETRUSHCHENKO) had removed a SON-4 (WHIFF) radar^{1/} and taken it to Ufra (4000N, 5302E) it was impossible to observe and control aircraft activity. Replacement of the SON-4 was requested.

During May 1959, radioprinter and ground-to-ground voice communications^{2/} provided tentative information which revealed the presence at Yangadzha Airfield of an undetermined number of jet fighter aircraft, possibly of the MIG-15 and/or MIG-17 type, and also indicated that FPN 36660, previously associated with a jet fighter regiment located at Krasnovodsk, represented an unidentified fighter regiment of IA PVO Division P0605 currently located at Yangadzha^{3/}. It was also revealed that, in May 1959, construction of expanded facilities was possibly in progress and that Polish and Czechoslovak nationals were present at the airfield.

The 28 unidentified aircraft cited in photography and the possible MIG-15/17 aircraft identified by [] are probably subordinate to unlocated Regiment C of IA PVO Division P0605 which, on the basis of the above combined information, is assumed to be based at Yangadzha Airfield. Division P0605 Headquarters and Regiments A and B are located at Krasnovodsk^{4/}.

The SON-4 radar that was removed from Yangadzha Airfield in April 1959 was probably employed to control air traffic in the immediate vicinity of the airfield and for limited ground-controlled approach (GCA) functions during inclement weather. Its primary function, however, was probably the one for which it was designed, i.e., AAA fire control. GCA functions therefore probably consisted only of guiding aircraft through an overcast, with landings being completed visually.

[] have not yet provided evidence which confirms the possible TOKEN radar site and GCA radar positions at Yangadzha.

Construction of expanded facilities at Yangadzha Airfield in May 1959 is of interest because of its strategic geographical location and its nearness to an advanced design air defense system at Krasnovodsk. Topographic features are such that considerable expansion of the runway is possible.

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The presence of Polish and Czechoslovak nationals at Yangadzha Airfield cannot be explained at this time.

1. WHIFF fire control radar
2. RCA 370385
3. 3/0/RUK/R72-59
4. 3/0/RUK/R47-58, 3/ARU/C10344, 3/ARU/C10345, 3/ARU/C10140

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C. Bek-Dash Airfield (4132N-5236E)

Photography of Bek-Dash Airfield¹ disclosed a single asphalt runway measuring 7200 to 8100 feet in length and 110 to 155 feet in width. No aircraft, support facilities, defenses or electronic installations were noted at the airfield². A probable radio antenna mast and a possible TOKEN radar were located nearby at the eastern edge of the town of Bek-Dash.

A TOKEN and one-to-two KNIFEREST radars were identified and located within five nautical miles of Bek-Dash in 1955 and 1956³. These radars were served by an air-warning reporting group⁴ that provided radio communications with the Eastern Zone Headquarters at Krasnovodsk. As of June 1958, Bek-Dash remained a possible [] identified radar location⁵; the air-warning group serving this and other radars of the Eastern Zone continued to be active in 1959.

During 1955 and 1956, Bek-Dash was also the location of a GCI controller of IA PVO Division P0605. The airfield did not appear to be a permanent fighter base, however, since aircraft operating under the direction of the controller there apparently began and terminated flight activity at Krasnovodsk⁶. It is not known if a GCI controller remained at Bek-Dash or was relocated at Yangadzha Airfield following its activation as a probable fighter base of IA PVO Regiment P0605C.

D. Kara Bogaz Gol Airfield (4102N-5255E)

Various publications, including [] intelligence reports, maps, and place-name listings, have included references to both an airfield and a town named Kara Bogaz Gol at 4102N-5255E and 4103N-5255E respectively. Photography of [] revealed an uninhabited area with no evident signs of either an airfield or a town at these locations.

On the basis of photography it must therefore be assumed that as of [] no such place existed, and that its original inclusion on maps and in listings may have resulted from erroneous information. The lack of buildings or ruins suggests that the area has been uninhabited for a considerable length of time.

1. NT-PX000276, NT-P000505, SP-257-57
2. One report, NT-P000505, cited a possible ILS or radar
3. 3/ARU/C8624, 3/ARU/C9308
4. RZFB 00203 (Formerly RKLB 00403 and RKLB 01402)
5. 3/ARU/C10140
6. 3/ARU/C7877, 3/ARU/C9308
7. DPIR-SP 222-57

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